# COLORADO DEPARTMENT OF TRANSPORTATION



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# Legislative Joint Budget Committee Hearing

# On the Proposed Budget for Fiscal Year 2008-09

Presentation Support and Information Document

**December 5, 2007** 



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For additional details on all sections please refer to the November 14, 2007 Proposed Budget document.

# COLORADO DEPARTMENT OF TRANSPORTATION MISSION

The mission of the Colorado Department of Transportation is to provide the best multi-modal transportation system for Colorado that most effectively moves people, goods and information.

#### **VISION STATEMENT**

To enhance the quality of life and the environment of the citizens of Colorado by creating an integrated transportation system that focuses on moving people and goods by offering convenient linkages among modal choices.

#### **VALUES**

The Values that will guide the Colorado Department of Transportation and its employees are:

**SAFETY -** We work and live safely!

We protect human life, preserve property, and put employee safety before production.

**INTEGRITY** - We earn Colorado's trust!

We are honest and responsible in all that we do and hold ourselves to the highest moral and ethical standards.

**PEOPLE** – We value our employees!

We acknowledge and recognize the skills and abilities of our coworkers, place a high priority on employee safety, and draw strength from our diversity and commitment to equal opportunity.

#### **CUSTOMER SERVICE** – We satisfy our customers!

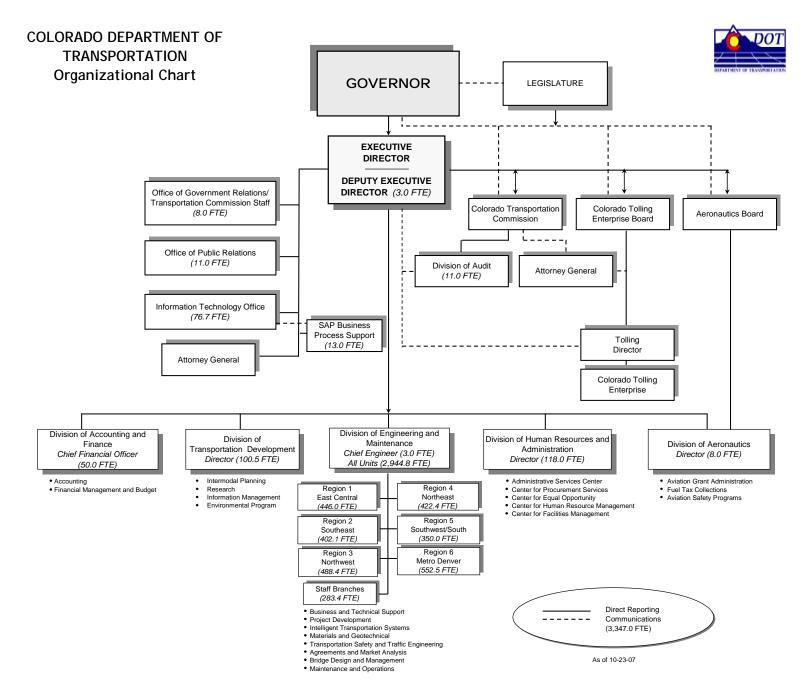
With a can-do attitude we work together and with others to respond effectively to our customer's needs.

#### **EXCELLENCE** – We are committed to quality!

We are leaders and problem solvers, continuously improving our products and services in support of our commitment to provide the best transportation systems for Colorado.

**RESPECT** – We respect each other!

We are kind and civil with everyone, and we act with courage and humility.



#### TRANSPORTATION COMMISSION

DOUG ADEN, Chairman, Grand Junction, District 7

HENRY SOBANET, Denver, District 1

JEANNE J. ERICKSON, Evergreen, District 2

GREGORY B. MCKNIGHT, Greenwood Village, District 3

HEATHER BARRY, Westminster, District 4

BILL KAUFMAN, Loveland, District 5

GEORGE KRAWZOFF, Steamboat Springs, District 6

STEVE PARKER, Durango, District 8

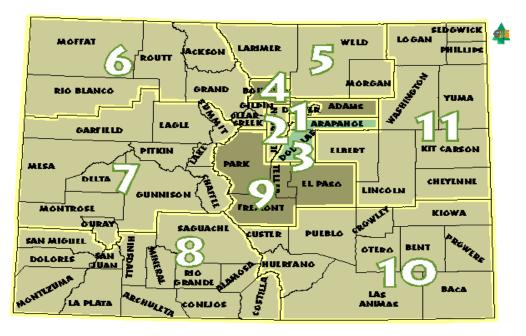
LESLIE W. GRUEN, Colorado Springs, District 9

GEORGE H. TEMPEL, Wiley, District 10

KIMBRA L. KILLIN, Holyoke, District 11

STACEY STEGMAN, Secretary

**Transportation Commission Districts** 



#### COLORADO TRANSPORTATION COMMISSION

Pursuant to C.R.S. 43-1-106(h), the Transportation Commission of Colorado is responsible for the fiscal, policy, project planning and operations processes of the Department of Transportation. The legislature is responsible for the administrative portion of the department budget, which leaves the Commission responsible for budgeting the remaining 95%+ of the department's funds.

The Transportation Commission has existed in various forms since 1909. Its authority and makeup were most recently revisited in 1991 when the Colorado Department of Highways became the Colorado Department of Transportation with the adoption of HB 91-1198. Over the course of that time, the Commission has been the group charged with formulating the general policy with respect to the management, construction, and maintenance of transportation systems in Colorado.

The Commission is made up of members appointed by the Governor and confirmed by the State Senate who serve four-year terms. The terms are staggered to ensure that one-half of the seats on the Commission come up for appointment every two years. There are no requirements for members of the Commission, partisan or otherwise, although state statute encourages the Governor to appoint one or more members to the Commission with experience in aviation, mass transit, and other modes of transportation, as well as one or more members with engineering experience. Each Commissioner represents one or more whole counties, and there are eleven commission districts across the state.

An important duty of the Transportation Commission is the formulation of the statewide transportation plan. Developing the statewide plan is a collaborative process that integrates those transportation priorities identified by local officials across the state into a cohesive and seamless statewide plan. This plan is comprised of elements of smaller local transportation improvement plans developed by locally elected officials in fifteen different Transportation Planning Regions, often referred to as "TPR's", across the state. Each project is selected for funding based on its ability to solve or improve a particular transportation problem on the transportation system such as congestion, safety, surface deterioration, or bridge deterioration.

After the TPR's have reached consensus on their individual regional plans, all fifteen TPR's come together as one group, known as the Statewide Transportation Advisory Committee, or STAC. At this STAC meeting, the individual TPR members work with one another to reconcile the conflicting elements "around the edges" of the regional plans so that the several individual plans can be integrated into a single statewide plan. Once that consensus is reached, the statewide plan is presented to the Transportation Commission for approval. This plan is then utilized in the budget process for prioritization of projects within available revenue.

#### STATEWIDE TOLLING ENTERPRISE BOARD

STEVE PARKER, Chairman, Durango, District 8

HENRY SOBANET, Denver, District 1

JEANNE J. ERICKSON, Evergreen, District 2

GREGORY B. MCKNIGHT, Greenwood Village, District 3

HEATHER BARRY, Westminster, District 4

BILL KAUFMAN, Loveland, District 5

GEORGE KRAWZOFF, Steamboat Springs, District 6

DOUG ADEN, Grand Junction, District 7

LESLIE W. GRUEN, Colorado Springs, District 9

GEORGE H. TEMPEL, Wiley, District 10

KIMBRA L. KILLIN, Holyoke, District 11

MARGARET "PEGGY" CATLIN, Enterprise Acting Director

**STACEY STEGMAN, Secretary** 

#### STATEWIDE TOLLING ENTERPRISE

H.B. 02-1310 and S.B. 02-179 (identical bills) were signed by Governor Bill Owens on May 30, 2002, and became law on August 7, 2002. The bills authorized the creation of a Statewide Tolling Enterprise (STE) under the control of the Transportation Commission. The STE operates as a government-owned business within CDOT and as a division of CDOT. The enterprise exists for the financing, construction, operation, regulation and maintenance of a statewide system of toll highways.

Under the provisions of the legislation, the Transportation Commission serves as the board of the authority, known as the "Tolling Enterprise Board." The Transportation Commission, by resolution, created the Statewide Tolling Enterprise on August 15, 2002. The authority is granted enterprise status as long as it retains the authority to issue revenue bonds and receives less than 10% of its total annual revenue from grants from the State and local governments combined.

The legislation also created the Statewide Tolling Enterprise Special Revenue Fund for the deposit of tolls and other revenue. The revenue fund is continuously appropriated to the tolling enterprise and may only be used to pay for the administration, planning, financing, construction, operation, maintenance, or repair of toll highways or to pay for its operating costs and expenses. The Board has exclusive authority to budget and approve expenditures from the fund. The Transportation Commission may transfer funds from the State Highway Fund to the special revenue fund to defray the costs of the enterprise prior to the receipt of toll revenues. As determined by the Transportation Commission, any transferred funds shall be repaid to the State Highway Fund with interest.

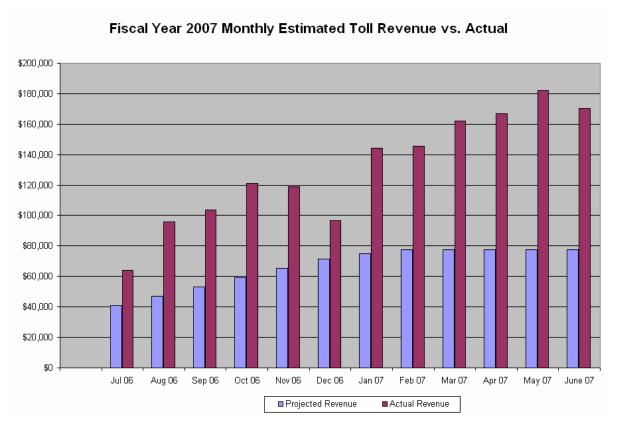
The Board is required to adjust toll rates, upon payment of certain costs and debt, so that the amount of toll revenues to be generated is as close as possible to the amount required for the ongoing operation, maintenance, renewal, and replacement of the toll highway. The legislation specifies the powers and duties of the Board of the enterprise, including but not limited to, the power to determine and charge tolls, issue revenue bonds payable solely from the special fund, enter into public-private initiatives, and plan, construct, operate, and maintain a system of toll highways in the state.

To date, the Transportation Commission has authorized transfers to the Tolling Enterprise totaling \$7 million. These funds were for start-up costs of the enterprise.

The Tolling Enterprise opened its first project, the North I 25 HOV/ Express Lanes, to the public in June of 2006. The HOV/tolled Express Lanes maximize the efficiency of HOV lanes. HOV/Express Lanes allow those who drive alone (also known as "single occupant vehicles") to use the HOV/Express Lanes if they pay a toll. As the HOV lanes currently have excess space, there is room for additional vehicles without any travel time impacts to carpoolers who use these lanes without paying a toll. However,

those who drive alone will now have the option of paying a toll. The project includes seven miles of the I-25 HOV lanes, between Downtown Denver and US 36. Revenues from this first project now fully fund its operations and have begun to repay the transfer of funds authorized by the Transportation Commission.

**Toll Revenue** 



#### COLORADO AERONAUTICAL BOARD

HAROLD PATTON, Chairman, Eastern Slope Representative

HAROLD FELDERMAN, Vice-Chairman, Eastern Slope Governments

VACANT, Pilot Organizations Representative

DAVE UBELL, Western Slope Governments Representative

LARRY ROMRELL, Aviation Interests at Large

DALE HANCOCK, Western Slope Governments Representative

DENNIS HEAP, Airport Management Representative

#### COLORADO AERONAUTICAL BOARD

The Colorado Aeronautical Board was created in 1989 pursuant to statute (C.R.S. 43-10-104) and provides policy guidance to the Director of the Division of Aeronautics and the Colorado Department of Transportation on all aviation matters impacting the State.

The Colorado Aeronautical Board is made up of seven members appointed by the Governor and confirmed by the State Senate who serve three-year staggered terms. The Board is made up of four members who represent local governments which own or operate public airports, two from the western slope and two from the eastern plains, a representative of the pilot community, an airport management representative and a representative for aviation interests at large.

The Colorado Aeronautical Board oversees and approves all funds awarded under the Discretionary Aviation Grant Program. State aviation fuel taxes are collected and then a portion of the taxes are refunded to the airports and the remaining portion is used for the discretionary grant program and administration. Since 1990, the Colorado Aeronautical Board has awarded over \$35.6 million in aviation grants which has leveraged over \$420.7 million in Federal Aviation Administration (FAA) funds for Colorado Airports.

# THE SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS

#### (SAFETEA-LU)

The Colorado Department of Transportation receives approximately one-third of its budget, or about \$428 million projected in fiscal year 2008-2009, from the federal government. As Colorado continues to consider state-based funding solutions to our transportation needs, we must also recognize the federal funding situation as well.

Federal transportation funding is provided for under a federal transportation authorization law knows as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU provides federal transportation policy and funding levels for the years 2005- 2009. Like Colorado at the state level, Congress has struggled with keeping up with transportation needs in the 21<sup>st</sup> Century. Nationally, it is projected that we will go from 246 million vehicles to 400 million by 2055. Daily vehicle miles traveled is expected to grow from 3 trillion to 7 trillion over the same time period. Truck freight will double by 2035. Congress, like Colorado, has struggled with how to fulfill the needs of an aging infrastructure. Much of the original Eisenhower Interstate Highway System is falling into disrepair, America's cities are growing rapidly, and with that growth comes an increased need for additional highway capacity and other multi-modal transportation options.

That's why Congress, under SAFETEA-LU, has created the National Surface Transportation Policy and Revenue Study Commission. This "National Blue Ribbon Panel" was created by Congress because "it is in the national interest to preserve and enhance the surface transportation system to meet the needs of the United States for the 21st Century." By statute, the Commission is charged with completing a comprehensive study of the national surface transportation system and Highway Trust Fund, and developing a conceptual plan, with alternative approaches, to ensure that this system continues to serve the needs of the United States. Much of the Commission's work up to this point has mirrored Colorado's own Transportation Finance and Implementation Panel. The federal Commission has traveled the country this year taking testimony and learning about the transportation needs of our nation. They are expected to provide a report on their findings, and options for funding, by the end of 2007. The Commission is considering every financial and policy option, from de-evolving the transportation system and federal gas tax (giving all transportation financing responsibility back to the states) to increasing federal financing and federal regulations. Congress is actively following the activities of the Commission, and the report is expected to provide information that will be useful as Congress considers the reauthorization of SAFETEA-LU in 2009.

But while the National Commission struggles with looking at funding options over short, medium, and long-term horizons, a more immediate crisis faces the federal Highway Trust Fund today. Congressional Budget Office estimates indicate that balances in the Highway Trust Fund will be exhausted during fiscal year 2009, falling well short of the amounts needed to meet estimated transportation obligations coming due in that year. If Congress does not act to increase revenues into the Highway Trust Fund, they must act to decrease outlays. Lawmakers would need to reduce the obligation limitation for fiscal year 2009 by about \$16 billion- roughly a 40% decrease. Outlays would need to be further reduced annually by approximately \$9 billion each year from fiscal years 2010-2017. The potential impact to CDOT's budget could be reductions in the proposed 2008-2009 budget of \$100 million or more if no solution is found.

While Colorado hopes for at least a short-term fix in 2009, the longer range discussion, through 2017, will be considered with the reauthorization of SAFETEA-LU, which expires on September 30, 2009. Reauthorization hearings are expected to take place beginning in 2008. In preparation for those hearings and the subsequent introduction of transportation reauthorization legislation in 2009, Colorado has formed the Colorado SAFETEA-LU Re-Authorization Panel, consisting of transportation stakeholders from a broad range of transportation interests and regions. The Panel's goal is to create a set of statewide reauthorization principles, developed utilizing a statewide perspective. These principles will be presented to the Colorado Congressional Delegation and others as reauthorization issues are being debated.

# **BUDGET**

#### **CDOT BUDGET OVERVIEW**

The proposed FY 2009 appropriated budget request to the General Assembly of \$37.3 million relates to two Long Bill groups or divisions; Administration and the Limited Gaming Funds. Of the total appropriation for Administration, none is from the State General Fund (GF), as all is cash funds exempt (CFE).

The Department has two non-appropriated line items in the annual Long Appropriations Bill that are the responsibility of the Transportation Commission. These are provided for informational purposes only, with a proposed allocation totaling \$1.262 billion consisting of federal, cash, and cash funds exempt. One line is Construction, Maintenance and Operations for \$1.259 billion. The next is for the Statewide Tolling Enterprise at \$2.56 million of CFE.

Funding for both the appropriated and the non-appropriated portions of the Department's budget consists of 60.0% cash funds exempt, 5.7% cash funds (CF), and 34.3% federal funds (FF). The major funding source of cash funds exempt is the Department's share of motor fuel taxes and vehicle registration fees credited to the Highway Users Tax Fund (HUTF). The portion of the HUTF credited to the State Highway Fund (SHF) from these sources is projected to total \$414.3 million in FY 2009. The State Constitution mandates the use of these funds solely for the "construction, maintenance, and supervision of the public highways of this state."

It should be noted that there is a transfer of funds that are initially part of the State General Fund (GF). This portion of the budget is determined based on a formula set in statute through two acts of the Legislature. These GF moneys are deposited in the HUTF for subsequent transfer to the SHF, and thus become cash funds exempt to the department. However, these funds are not subject to the constitutional "highways" restrictions. As a portion of department revenues, the GF transfer amounts to 44.8% of the CFE or 26.9% of total revenue.

#### FY2009 ESTIMATED REVENUES BY SOURCE

In FY 2009, the Colorado Department of Transportation anticipates receiving approximately \$1,295,810,300. This estimate includes funds from the State sales and use taxes transfer from the State General Fund to the State Highway Fund, pursuant to S.B.97-001, and from the General Fund surplus funds pursuant to H.B. 02-1310. It does not include any allocation from Capital Construction Funds, pursuant to H.B. 95-1174.

STATE FUNDS Highway Fund - (State Share - SHF) <sup>1</sup>		<u>FY 2009</u> \$414,319,914
(Does not include \$300,000 that transfers directly to DNR Park	as Roads)	\$ <del>-11-,312,214</del>
Additional Elements of the SHF		
Miscellaneous CDOT Revenues (Interest, Permits, etc.	c.) CF 32,689,514	
Interest on Bond Proceeds - CF	0	
Toll Collections – CFE	2,560,000	
Rail Bank – CFE	0	
State Infrastructure Bank – CF	739,937	
Limited Gaming Fund – CFE - Decision Item	10,127,274	
Sub-Total	46,116,725	
GF to HUTF transfer for Construction (pursuant to S.	.B.97-001)*	225,810,000
GF to HUTF transfer for Transit (S.B.97-001 per H.B.	,	25,090,000
GF to HUTF transfer for Construction (pursuant to		98,000,000
Capital Construction Funds (CCF)		0
Total State Funds		\$809,336,639
*S.B.97-001 & H.B.02-1310 based upon September 2007 OSI	PB Estimate	
LOCAL FUNDS (CF Match for Federal funds targeted to local e	entities)	\$16,263,025
FEDERAL HIGHWAY FUNDS (FHWA) <sup>2</sup>		\$427,794,295
OTHER FUNDS		
Transit FF, CF local match & FTA <sup>3</sup>		20,988,746
Aeronautics Fund - CF & FAA <sup>4</sup>	_	15,249,054
Highway Safety Funds including MOST <sup>5</sup> & LEAF	6	6,178,541
Total Other		\$42,416,341
ESTIMATED TOTAL CDOT REVENUE **		\$1,295,810,300

\*\*NOTE: Total Revenue does not include TRANS proceeds, which were fully spent over multiple prior years. This also does not include Internal Cash Fund (ICF) "Spending Authority" of \$3,533,158, which is derived from payments, by internal or other government organizations for a total budget spending authority of \$1,299,343,852.

Consists of: Cash Funds Exempt \$775,907,188, Cash Funds \$74,369,954, and Federal Funds \$445,533,158.

<sup>1</sup> SHF - State share of Highway Users Tax Fund - CFE

<sup>2</sup> FHWA - Federal Highway Administration - amount after Obligation Restrictions

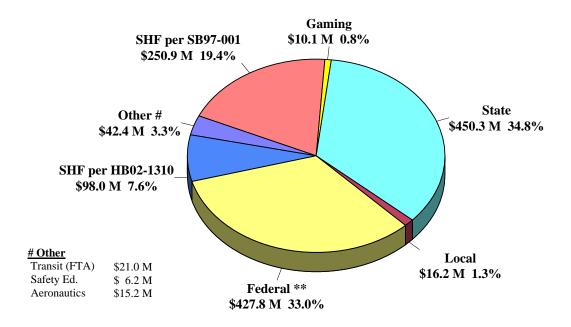
<sup>3</sup> FTA - Federal Transit Authority

<sup>4</sup> FAA - Federal Aviation Administration

<sup>5</sup> MOST - Motorcycle Operator Safety Training Fund - CF

<sup>6</sup> LEAF - Law Enforcement Assistance Fund - CF

## Colorado Department of Transportation FY 2009 Revenues \$1.296 Billion \*

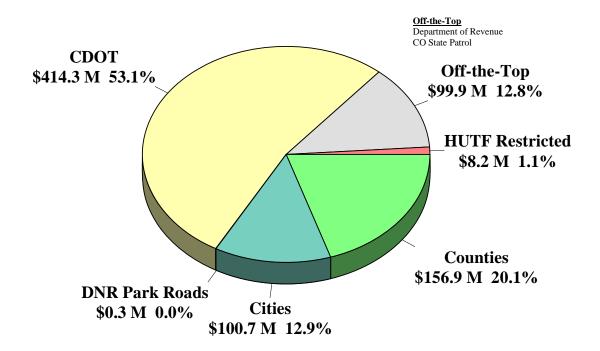


<sup>\*</sup> Total Revenue does not include TRANs proceeds, or prior year project funds which are used over multiple years. This also does not include Internal Cash Fund (ICF) "spending authority" of \$3.5 million which is derived from payments by internal or other government organizations.

\*\* Assumes Federal Obligation Authority at 80.0%

# Colorado Highway Users Tax Fund FY 2009 Distribution

## **\$780.3 Million**

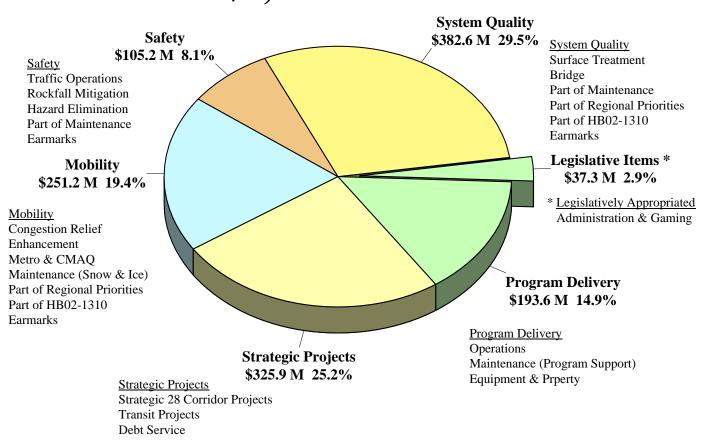


## COLORADO DEPARTMENT OF TRANSPORTATION FY2009 ALLOCATION BY INVESTMENT CATEGORY

As of November 14, 2007

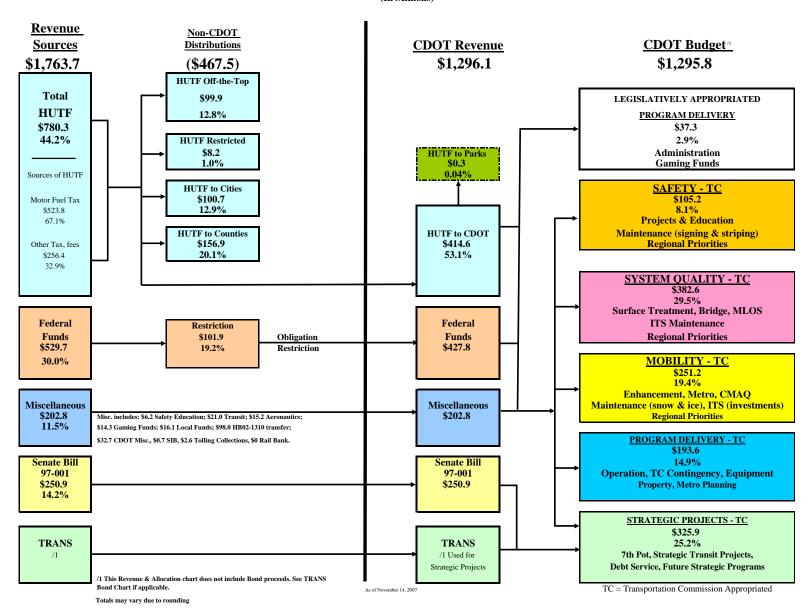
Sufe Rouses to Schools         1.8           Railroad Crossings         2.3           Rockfall Mitigation - Gaming Funds         2           Construction - Gaming Funds         9           Maintenance - Gaming Funds         9           Hazard Elimination         16.5           Hot Spots         2.4           Traffic Signals         1.6           Safety Enhancements * - is transferred to Surface Treatment         5.7           Astracy Enhancements * - is transferred to Surface Treatment         5.6           Safety Enhancements * - is transferred to Surface Treatment         5.6           Safety Enhancements * - is transferred to Surface Treatment         5.6           Safety Enhancements * - is transferred to Surface Treatment         5.6           Safety Enhancements * - is transferred to Surface Treatment         5.6           Safety Enhancement * - July Safety Enhancement fund transfer         16.0           COTOT Bridge & Special DI for Culvert Repair         40.2           Local Bridge         8.8           Maintenance         9.1           Tansit (Capital - Sec. 53.10)         2.1           Tansit (Capital - Sec. 53.10)         2.1           Tunnel Inspections         9.2           System Quality - RPP& HB02-1310 at 60% plus Earmarked Projects         6	INVESTMENT CATEGORY PROGRAM AREAS (All or part)	ALLOCATION
Safety Education (with State Match)         5.5           Safe Routes to Schools         1.88           Raltroad Crossings         2.3           Rockfall Mitigation - Gaming Funds         2.3           Construction - Gaming Funds         9           Hazard Elimination         16.5           Hot Spots         2.4           Traffic Signals         1.65           Safety Enhancements * - is transferred to Surface Treatment         5.7           Maintenance (Traffic Operations)         5.4           Safety Enhancements * - is transferred to Surface Treatment         5.7           Maintenance (Traffic Operations)         5.6           Safety Farmanked Projects         6.85           Total SAFETY         105.20           SYSTEM QUALITY         Surface Treatment * - plus Safety Enhancement fund transfer         160.8           CDOT Bridge & Special DI for Culvert Repair         40.2           Local Bridge         40.2           Maintenance         17.8           Transit (Capital - Sec. 5310)         2.1           Tunnel Inspections         2.2           System Quality - RPP& HB02-1310 at 60% plus Earmarked Projects         65.5           Total System Quality - RPP& HB02-1310 at 60% plus Earmarked Projects         65.5           Tota	SAFETY	
Railroad Crossings         2,3'           Rockfall Mitigation - Gaming Funds         2.4'           Construction - Canning Funds         9           Hazard Elimination         16,5           Hos Spots         2,4'           Traffic Signals         1,6'           Safety Enhancements * - is transferred to Surface Treatment         5,7           Maintenance (Traffic Operations)         56,4'           Safety - Enmarked Projects         6,8'           Total SAFETY         105,20'           SYSTEM QUALITY           System Quality           Surface Treatment * - plus Safety Enhancement fund transfer         160,8           CDOT Bridge & Special DI for Culvert Repair         40.2           Local Bridge         8,8'           Maintenance         19,18'           ITS Maintenance         19,18'           ITS Maintenance         20           System Quality - RPP & IBO2-1310 at 60% plus Earmarked Projects         38,5'           Total System Quality - RPP & IBO2-1310 at 60% plus Earmarked Projects         82,5'           Total System Quality - RPP & IBO2-1310 at 60% plus Earmarked Projects         8,9'           MoBILITY         50,00'           Total System Quality - RPP & IBO2-1310 at 40% plus Earmarked Projects         6,0' <th></th> <th>6,583,072</th>		6,583,072
Rockfall Mitigation - Gaming Funds         2           Construction - Gaming Funds         9           Maintenance - Gaming Funds         9           Hazard Elimination         16,5           Hot Spots         2,4           Traffic Signals         1,6           Safety Enhancements * - is transferred to Surface Treatment         5,7           Maintenance (Traffic Operations)         56,4           Safety - Earmarked Projects         68,8           Total SAFETY         105,20           SYSTEM OUALITY         105,20           SYSTEM OUALITY         100,8           SYSTEM OUALITY         100,8           SYSTEM OUALITY         100,8           SYSTEM OUALITY         100,8           Surface Treatment * - plus Safety Enhancement fund transfer         160,8           COOT Bridge & Special DI for Culvert Repair         40,2           Local Bridge         8,8           Maintenance         11,8           ITS Maintenance         11,8           Total System Quality         80,2           MOBILITY         8,5           Cotal System Quality - APP& HIBO2-1310 at 60% plus Earmarked Projects         85,5           Total System Quality - APP& HIBO2-1310 at 60% plus Earmarked Projects         85,5 <td>Safe Routes to Schools</td> <td>1,850,749</td>	Safe Routes to Schools	1,850,749
Rockfall Mitigation - Caming Funds	Railroad Crossings	2,332,877
Construction - Gaming Funds   9.     Maintenance - Gaming Funds   16.5     Hot Spots   2.4     Traffic Signals   1.6     Safety Enhancements * - is transferred to Surface Treatment   5.7     Maintenance (Traffic Operations)   5.6     Safety Enhancements * - is transferred to Surface Treatment   5.7     Maintenance (Traffic Operations)   5.6     Safety - Earmarked Projects   6.88     Stafety - Earmarked Projects   106,200     SYSTEM QUALITY   105,200     SYSTEM QUALITY   105,200     SYSTEM QUALITY   105,200     System Quality   100   100   100   100     Surface Treatment * - plus Safety Enhancement fund transfer   106,08   100     COOT Bridge & Special DI for Culvert Repair   40.2     Local Bridge   8.8     Maintenance   10,1     Transit (Capital - Sec. 5310)   1,1     Transit (Capital - Sec. 5310)   2,1     Tunnel Inspections   2,2     System Quality   8P8   HB02-1310 at 60% plus Earmarked Projects   88.5     Total System Quality   8P8   HB02-1310 at 60% plus Earmarked Projects   88.5     Total System Quality   8.9     MOBILITY   2,0     Congession Relief   9.2     Enhancement   10,66     Metro   41,8     CMAQ   33.5     Maintenance (Avalanche, Snow & Ice)   15.2     Transit (Service & Capital)   16,6     Mobility   RPP& HB02-1310 at 40% plus Earmarked Projects   5.5     Total MOBILITY   251,200     STRATEGIC 28 PROJECTS   167,9     Strategic 28 Projects - Debt Service   167,9     Strategic 28 Projects - Highway   132,8     Strategic 28 Projects - Highway   132,8     Strategic 28 Projects - Highway   132,8     Strategic 28 Projects - Transit   25,90     PROGRAM DELIVERY   0,0     Operations (incl: Admin \$23,901, Tolling CFE, DTD, Mtc HQ items, etc.)   6,9     Maintenance - Region Program Support in MLOS   25,37     Tot Contingency - Includes Snow & Ice Reserve   90,44     Maintenance - Region Program Support in MLOS   25,37     Total Administration / Operations   16,5     Property & COP8   7,8     Transit Administration / Operations   4,8     Matting Administration / Operations   4,8     Morth	Rockfall Mitigation	3,439,164
Maintenance - Gaming Funds         16,5           Hazard Elimination         16,5           Ho Spots         2,4           Traffic Signals         1,6           Safety Enhancements* - is transferred to Surface Treatment         5,7           Maintenance (Traffic Operations)         6,8           Total SAFETY         105,20           SYSTEM QUALITY         5,7           Surface Treatment * - plus Safety Enhancement fund transfer         160,8           CDOT Bridge & Special DI for Culvert Repair         40,2           Local Bridge         8,8           Maintenance         91,8           ITS Maintenance         10,1           Transit (Capital - Sec. 5310)         2,1           Tunnel Inspections         2           System Quality - RPP& HB02-1310 at 60% plus Earmarked Projects         85,5           Total System Quality - RPP& HB02-1310 at 60% plus Earmarked Projects         85,5           Total System Quality - RPP& HB02-1310 at 60% plus Earmarked Projects         85,5           Total System Quality - RPP& HB02-1310 at 60% plus Earmarked Projects         80,0           Mobility - Construction         8,9           Division of Aeronautics         10,6           Transit Gervice & Capital)         65,0           Mobility - RPP& HB02-1310	Rockfall Mitigation - Gaming Funds	222,750
Hazard Elimination   16,5	Construction - Gaming Funds	0
Hot Spots   1.66   1.	Maintenance - Gaming Funds	948,277
Traffic Signals   1.68   Safety Enhancements * - is transferred to Surface Treatment   5.7.	Hazard Elimination	16,548,268
Safety Enhancements *- is transferred to Surface Treatment	•	2,496,480
Maintenance (Traffic Operations)   56.48   5afety - Earmarked Projects   6.88   5cotal SAFETY   105.200		1,696,637
Safety - Earmarked Projects   105,200   105,	·	5,721,143
Strate   S		56,484,117
Surface Treatment *- plus Safety Enhancement fund transfer   160.8		6,885,141 105 208 675
Surface Treatment * - plus Safety Enhancement fund transfer	OTAL SAFETY	105,208,675
CDOT Bridge & Special DI for Culvert Repair   8.88     Maintenance   91,88     ITS Maintenance   10,11     Transit (Capital - Sec. 5310)   2,14     Tunnel Inspections   2,24     System Quality - RPP& HB02-1310 at 60% plus Earmarked Projects   88.5     Total System Quality - RPP& HB02-1310 at 60% plus Earmarked Projects   88.5     Total System Quality - RPP& HB02-1310 at 60% plus Earmarked Projects   88.5     Total System Quality - RPP& HB02-1310 at 60% plus Earmarked Projects   88.5     Total System Quality - RPP& HB02-1310 at 60% plus Earmarked Projects   88.5     Total System Quality - RPP& HB02-1310 at 60% plus Earmarked Projects   9.22     Enhancement		
Local Bridge		160,811,812
Maintenance         91,80           TTS Maintenance         10,1           Transit (Capital - Sec. 5310)         2,10           Tunnel Inspections         22           System Quality - RPP& HB02-1310 at 60% plus Earmarked Projects         68.5           Otal System Quality         382,600           10BILITY         Congestion Relief         9,22           Enhancement         10,66           Metro         41,8           CMAQ         33,5'           Maintenance (Avalanche, Snow & Ice)         35,0'           TIS Investments         15,2           Gaming Funds - Construction         8,9'           Division of Aeronautics         15,2           Transit (Service & Capital)         16,6'           Mobility - RPP& HB02-1310 at 40% plus Earmarked Projects         55,0'           Otal MOBILITY         251,20'           TRATEGIC 28 PROJECTS         167,9'           Strategic 28 Projects - Debt Service         167,9'           Strategic 28 Projects - Highway         132,8'           Operations (incl. Admin \$23,9M, Tolling CFE, DTD, Mtc HQ items, etc.)         69,2'           Maintenance - Region Program Support in MLOS         25,3'           TC Contingency - Includes Snow & Ice Reserve         90,4'		40,250,862
TTS Maintenance	Local Bridge	8,802,046
Transit (Capital - Sec. 5310)         2,11           Tunnel Inspections         2           System Quality - RPP& HB02-1310 at 60% plus Earmarked Projects         382,609           AOBILITY           Congestion Relief         9,2.2           Enhancement         10,66           Metro         41,83           CMAQ         33,5           Maintenance (Avalanche, Snow & Ice)         50,00           ITS Investments         8,9           Gaming Funds - Construction         8,9           Division of Aeronautics         15,2           Transit (Service & Capital)         16,6           Mobility - RPP& HB02-1310 at 40% plus Earmarked Projects         55,0           TRATEGIC 28 PROJECTS         55,00           Strategic 28 Projects - Poth Service         167,9           Strategic 28 Projects - Fransit         25,0           Otal STRATEGIC PROJECTS         325,90           PROGRAM DELIVERY         9           Operations (incl: Admin \$23,9M, Tolling CFE, DTD, Mtc HQ items, etc.)         69,2           Maintenance - Region Program Support in MLOS         25,37           TC Contingency - Includes Snow & Ice Reserve         90,4           Maintenance Incentive Program - Roadway Transfer (in TCCRF)         10,2	Maintenance	91,804,517
Tunnel Inspections   System Quality - RPP& HB02-1310 at 60% plus Earmarked Projects   Set		10,112,085
System Quality - RPP& HB02-1310 at 60% plus Earmarked Projects   382,606		2,103,505
IOBILITY         ASSESSION Relief         9.22           Enhancement         10.66           Metro         41.83           CMAQ         33.55           Maintenance (Avalanche, Snow & Ice)         50.00           ITS Investments         8.92           Gaming Funds - Construction         8.92           Division of Aeronautics         15.24           Transit (Service & Capital)         16.66           Mobility - RPP& HB02-1310 at 40% plus Earmarked Projects         65.00           Otal MOBILITY         251,200           TRATEGIC 28 PROJECTS           Strategic 28 Projects - Debt Service         16.7.99           Strategic 28 Projects - Highway         132.8           Strategic 28 Projects - Transit         25.00           POGRAM DELIVERY         25.00           POGRAM DELIVERY         9.94           Maintenance - Region Program Support in MLOS         25.33           PROGRAM DELIVERY         9.94           Maintenance Incentive Program - Roadway Transfer (in TCCRF)         10.22           Road Equipment         14.19           Capitalized Operating Equipment         5.56           Property & COPS         7.86           Transit Administration / Operations         4.4	•	205,539
Congestion Relief		68,518,860 <b>382,609,22</b> 6
Congestion Relief   9,22     Enhancement   10,66     Metro		, ,
Enhancement 10.66 Metro 41.85 CMAQ 33.5.5 Maintenance (Avalanche, Snow & Ice) 33.5.5 Maintenance (Avalanche, Snow & Ice) 50.00 ITS Investments Gaming Funds - Construction 8.99 Division of Aeronautics 15.22 Transit (Service & Capital) 16.69 Mobility - RPP& HB02-1310 at 40% plus Earmarked Projects 55.00 Cotal MOBILITY 251,200  ETRATEGIC 28 PROJECTS Strategic 28 Projects - Debt Service 167,99 Strategic 28 Projects - Highway 132,8 Strategic 28 Projects - Transit 25.00 Cotal STRATEGIC PROJECTS 325,000  ENGINE ATTATEGIC PROJECTS 325,000  ENGINE AND DELIVERY Operations (incl: Admin \$23,9M, Tolling CFE, DTD, Mtc HQ items, etc.) 69,20 Maintenance - Region Program Support in MLOS 25,37 TC Contingency - Includes Snow & Ice Reserve 90,40 Maintenance Incentive Program - Roadway Transfer (in TCCRF) 10,27 Road Equipment 14,19 Capitalized Operating Equipment 5,50 Property & COPS 7,85 Transit Administration / Operations 44 Metro Planning - FTA & FHWA 5,66		0.225.05
Metro		9,226,054
CMAQ       33.5°         Maintenance (Avalanche, Snow & Ice)       50.00°         ITS Investments       8.9°         Gaming Funds - Construction       8.9°         Division of Aeronautics       15.2°         Transit (Service & Capital)       16.6°         Mobility - RPP& HB02-1310 at 40% plus Earmarked Projects       65.0°         Cotal MOBILITY       251,20°         Strategic 28 PROJECTS       167.9°         Strategic 28 Projects - Debt Service       167.9°         Strategic 28 Projects - Highway       132.8         Strategic 28 Projects - Transit       25.0°         Cotal STRATEGIC PROJECTS       325,90°         PROGRAM DELIVERY       9         Operations (incl: Admin \$23.9M, Tolling CFE, DTD, Mtc HQ items, etc.)       69.2°         Maintenance - Region Program Support in MLOS       25.3°         TC Contingency - Includes Snow & Ice Reserve       90.4         Maintenance Incentive Program - Roadway Transfer (in TCCRF)       10.2°         Road Equipment       5.5°         Capitalized Operating Equipment       5.5°         Property & COPS       7.8°         Transit Administration / Operations       4         Metro Planning - FTA & FHWA       7.6°		10,605,869
Maintenance (Avalanche, Snow & Ice)       50,00         ITS Investments       8,99         Division of Aeronautics       15,22         Transit (Service & Capital)       16,69         Mobility - RPP& HB02-1310 at 40% plus Earmarked Projects       65,00         Total MOBILITY       251,200         TRATEGIC 28 PROJECTS       167,99         Strategic 28 Projects - Debt Service       167,99         Strategic 28 Projects - Highway       132,8         Strategic 28 Projects - Transit       25,00         TOtal STRATEGIC PROJECTS       325,900         PROGRAM DELIVERY       90         Operations (incl: Admin \$23.9M, Tolling CFE, DTD, Mtc HQ items, etc.)       69,20         Maintenance - Region Program Support in MLOS       25,37         TC Contingency - Includes Snow & Ice Reserve       90,44         Maintenance Incentive Program - Roadway Transfer (in TCCRF)       10,2°         Road Equipment       5,50         Property & COPS       7,8°         Transit Administration / Operations       4         Metro Planning - FTA & FHWA       7,60		41,832,678
TTS Investments	*	33,574,300 50,024,117
Gaming Funds - Construction       8,95         Division of Aeronautics       15,22         Transit (Service & Capital)       16,66         Mobility - RPP& HB02-1310 at 40% plus Earmarked Projects       65,00         Cotal MOBILITY       251,206         TRATEGIC 28 PROJECTS         Strategic 28 Projects - Debt Service       167,99         Strategic 28 Projects - Highway       132,8         Strategic 28 Projects - Transit       25,00         Cotal STRATEGIC PROJECTS       325,906         PROGRAM DELIVERY       90         Operations (incl: Admin \$23,9M, Tolling CFE, DTD, Mtc HQ items, etc.)       69,20         Maintenance - Region Program Support in MLOS       25,37         TC Contingency - Includes Snow & Ice Reserve       90,44         Maintenance Incentive Program - Roadway Transfer (in TCCRF)       10,2°         Road Equipment       14,19         Capitalized Operating Equipment       5,50         Property & COPS       7,8°         Transit Administration / Operations       4         Metro Planning - FTA & FHWA       7,60		30,024,117
Division of Aeronautics   15,22     Transit (Service & Capital)   16,69     Mobility - RPP& HB02-1310 at 40% plus Earmarked Projects   65,00     Total MOBILITY   251,200     TRATEGIC 28 PROJECTS     Strategic 28 Projects - Debt Service   167,99     Strategic 28 Projects - Highway   132,8     Strategic 28 Projects - Transit   25,00     Total STRATEGIC PROJECTS   325,00     PROGRAM DELIVERY     Operations (incl: Admin \$23,9M, Tolling CFE, DTD, Mtc HQ items, etc.)   69,20     Maintenance - Region Program Support in MLOS   25,37     TC Contingency - Includes Snow & Ice Reserve   90,40     Maintenance Incentive Program - Roadway Transfer (in TCCRF)   10,2°     Road Equipment   14,19     Capitalized Operating Equipment   5,50     Property & COPS   7,85     Transit Administration / Operations   45     Metro Planning - FTA & FHWA   7,66		8,956,247
Transit (Service & Capital)       16,66         Mobility - RPP& HB02-1310 at 40% plus Earmarked Projects       65,00         Fotal MOBILITY       251,200         STRATEGIC 28 PROJECTS       251,200         Strategic 28 Projects - Debt Service       167,99         Strategic 28 Projects - Highway       132,8         Strategic 28 Projects - Transit       25,09         Fotal STRATEGIC PROJECTS       325,900         PROGRAM DELIVERY       90         Operations (incl: Admin \$23.9M, Tolling CFE, DTD, Mtc HQ items, etc.)       69,20         Maintenance - Region Program Support in MLOS       25,37         TC Contingency - Includes Snow & Ice Reserve       90,40         Maintenance Incentive Program - Roadway Transfer (in TCCRF)       10,22         Road Equipment       14,19         Capitalized Operating Equipment       5,50         Property & COPS       7,85         Transit Administration / Operations       42         Metro Planning - FTA & FHWA       7,60	_	15,249,054
Mobility - RPP& HB02-1310 at 40% plus Earmarked Projects         65.00           Cotal MOBILITY         251,200           ETRATEGIC 28 PROJECTS           Strategic 28 Projects - Debt Service         167,99           Strategic 28 Projects - Highway         132,8           Strategic 28 Projects - Transit         25,09           Cotal STRATEGIC PROJECTS         325,900           PROGRAM DELIVERY         90           Quality (and in \$23.9M, Tolling CFE, DTD, Mtc HQ items, etc.)         69,20           Maintenance - Region Program Support in MLOS         25,37           TC Contingency - Includes Snow & Ice Reserve         90,40           Maintenance Incentive Program - Roadway Transfer (in TCCRF)         10,22           Road Equipment         14,19           Capitalized Operating Equipment         5,50           Property & COPS         7,85           Transit Administration / Operations         43           Metro Planning - FTA & FHWA         7,66		16,698,611
Cotal MOBILITY         251,200           CTRATEGIC 28 PROJECTS           Strategic 28 Projects - Debt Service         167,99           Strategic 28 Projects - Highway         132,8           Strategic 28 Projects - Transit         25,09           Cotal STRATEGIC PROJECTS         325,900           PROGRAM DELIVERY           Operations (incl: Admin \$23.9M, Tolling CFE, DTD, Mtc HQ items, etc.)         69,20           Maintenance - Region Program Support in MLOS         25,37           TC Contingency - Includes Snow & Ice Reserve         90,40           Maintenance Incentive Program - Roadway Transfer (in TCCRF)         10,2°           Road Equipment         14,19           Capitalized Operating Equipment         5,50           Property & COPS         7,80           Transit Administration / Operations         45           Metro Planning - FTA & FHWA         7,60	• •	65,033,730
Strategic 28 Projects - Debt Service 167,99 Strategic 28 Projects - Highway 132,8 Strategic 28 Projects - Transit 25,09  Cotal STRATEGIC PROJECTS 325,906  PROGRAM DELIVERY  Operations (incl: Admin \$23.9M, Tolling CFE, DTD, Mtc HQ items, etc.) 69,20 Maintenance - Region Program Support in MLOS 25,37 TC Contingency - Includes Snow & Ice Reserve 90,40 Maintenance Incentive Program - Roadway Transfer (in TCCRF) 10,22 Road Equipment 14,19 Capitalized Operating Equipment 5,50 Property & COPS 7,83 Transit Administration / Operations 44 Metro Planning - FTA & FHWA 7,66		251,200,659
Strategic 28 Projects - Debt Service 167,99 Strategic 28 Projects - Highway 132,8 Strategic 28 Projects - Transit 25,09  Fotal STRATEGIC PROJECTS 325,906  PROGRAM DELIVERY  Operations (incl: Admin \$23.9M, Tolling CFE, DTD, Mtc HQ items, etc.) 69,20 Maintenance - Region Program Support in MLOS 25,37 TC Contingency - Includes Snow & Ice Reserve 90,40 Maintenance Incentive Program - Roadway Transfer (in TCCRF) 10,22 Road Equipment 14,19 Capitalized Operating Equipment 5,50 Property & COPS 7,83 Transit Administration / Operations 44 Metro Planning - FTA & FHWA 7,66	TRATEGIC 28 PROJECTS	
Strategic 28 Projects - Highway Strategic 28 Projects - Transit  25.00  Cotal STRATEGIC PROJECTS  325,900  PROGRAM DELIVERY  Operations (incl: Admin \$23.9M, Tolling CFE, DTD, Mtc HQ items, etc.) Maintenance - Region Program Support in MLOS 25,37  TC Contingency - Includes Snow & Ice Reserve 90,40 Maintenance Incentive Program - Roadway Transfer (in TCCRF) Road Equipment Capitalized Operating Equipment Capitalized Operating Equipment Property & COPS Transit Administration / Operations Metro Planning - FTA & FHWA	Strategic 28 Projects - Debt Service	167,992,432
PROGRAM DELIVERY  Operations (incl: Admin \$23.9M, Tolling CFE, DTD, Mtc HQ items, etc.)  Maintenance - Region Program Support in MLOS  TC Contingency - Includes Snow & Ice Reserve  Maintenance Incentive Program - Roadway Transfer (in TCCRF)  Road Equipment  Capitalized Operating Equipment  Property & COPS  Transit Administration / Operations  Metro Planning - FTA & FHWA  325,900  69,2		132,817,568
PROGRAM DELIVERY  Operations (incl: Admin \$23.9M, Tolling CFE, DTD, Mtc HQ items, etc.)  Maintenance - Region Program Support in MLOS  TC Contingency - Includes Snow & Ice Reserve  90,40  Maintenance Incentive Program - Roadway Transfer (in TCCRF)  Road Equipment  Capitalized Operating Equipment  Property & COPS  Transit Administration / Operations  Metro Planning - FTA & FHWA  69,20	Strategic 28 Projects - Transit	25,090,000
Operations (incl: Admin \$23.9M, Tolling CFE, DTD, Mtc HQ items, etc.)  Maintenance - Region Program Support in MLOS  TC Contingency - Includes Snow & Ice Reserve  90,40  Maintenance Incentive Program - Roadway Transfer (in TCCRF)  Road Equipment  Capitalized Operating Equipment  5,50  Property & COPS  Transit Administration / Operations  Metro Planning - FTA & FHWA  69,20  10,22  10,22  11,12  12,23  13,24  14,15  15,50  16,60  17,80	Total STRATEGIC PROJECTS	325,900,000
Operations (incl: Admin \$23.9M, Tolling CFE, DTD, Mtc HQ items, etc.)  Maintenance - Region Program Support in MLOS  TC Contingency - Includes Snow & Ice Reserve  90,44  Maintenance Incentive Program - Roadway Transfer (in TCCRF)  Road Equipment  Capitalized Operating Equipment  5,56  Property & COPS  Transit Administration / Operations  Metro Planning - FTA & FHWA	PROGRAM DELIVERY	
Maintenance - Region Program Support in MLOS  TC Contingency - Includes Snow & Ice Reserve  90,44  Maintenance Incentive Program - Roadway Transfer (in TCCRF)  Road Equipment  14,19  Capitalized Operating Equipment  5,56  Property & COPS  Transit Administration / Operations  Metro Planning - FTA & FHWA  25,37  Transit Administration / Transfer (in TCCRF)  7,88  Transit Administration / Transfer (in TCCRF)  43  Metro Planning - FTA & FHWA		69,264,407
TC Contingency - Includes Snow & Ice Reserve 99,44 Maintenance Incentive Program - Roadway Transfer (in TCCRF) 10,22 Road Equipment 14,19 Capitalized Operating Equipment 5,50 Property & COPS 7,83 Transit Administration / Operations 45 Metro Planning - FTA & FHWA 7,66		25,371,250
Road Equipment14,19Capitalized Operating Equipment5,50Property & COPS7,83Transit Administration / Operations43Metro Planning - FTA & FHWA7.60	TC Contingency - Includes Snow & Ice Reserve	90,407,808
Capitalized Operating Equipment 5,50 Property & COPS 7,80 Transit Administration / Operations 40 Metro Planning - FTA & FHWA 7,60		10,276,968
Property & COPS 7,83 Transit Administration / Operations 43 Metro Planning - FTA & FHWA 7,60	Road Equipment	14,191,59
Transit Administration / Operations 43 Metro Planning - FTA & FHWA 7,60	Capitalized Operating Equipment	5,502,638
Transit Administration / Operations 43 Metro Planning - FTA & FHWA 7,60		7,831,445
-		436,599
Cotal PROGRAM DELIVERY 230,89	Metro Planning - FTA & FHWA	7,609,034
	_	230,891,740
TOTAL CDOT INVESTMENT CATEGORIES \$ 1,295,810	TOTAL CDOT INVESTMENT CATEGORIES	\$ 1,295,810,300

# CDOT INVESTMENT CATEGORIES FY 2009 Estimated Distribution \$1,295.8 Million



#### **Colorado Department of Transportation**

#### Estimated FY 2008 - 2009 Financing System - Distribution by Investment Categories



# LEGISLATIVELY APPROPRIATED PROGRAMS

**ADMINISTRATION** 

&

**GAMING FUNDS** 

#### ADMINISTRATION PROGRAM

The administrative portion of CDOT as defined by State statute, includes salaries and expenses of the following offices and their staffs: Transportation Commission, executive director, chief engineer, regional directors, budget, internal audit, public information, equal employment (mandated by federal law), special activities, accounting, administrative services, building operations, management systems, personnel (which includes rules interpretation, training, risk management and benefits), procurement, insurance, legal, and central data processing (Section 43-1-113(2)(a)(III), C.R.S.). Although subject to the legislative appropriation process, this section is still funded from the State Highway Fund (SHF), which is the Department's allocated share of the Highway Users Tax Fund (HUTF), classified as Cash Funds Exempt (CFE), with no appropriation from the State General Fund.

The administrative function includes the oversight of over 1,600 projects, and a highway maintenance program of \$230.2 million. These offices and divisions handle the administrative functions such as accounting, budgeting, auditing, personnel, information systems, public relations, facilities management, and printing.

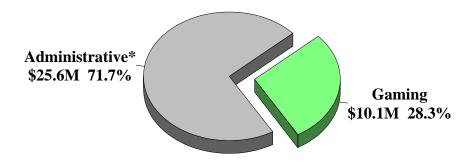
By statute (Section 43-1-113(6)(a), C.R.S.), the amount budgeted for administration, as defined in statute, in no case shall exceed five percent of the total budget allocation plan. The percentage budgeted for administration in recent years has been FY 2006 – 2.8%, FY 2007 – 2.4%, FY08 – 2.3% and FY09 – 2.1%. These percentages include a unit funded with Internal Cash Funds (ICF), which are not included in the State Highway Fund (SHF) budget figures, (the ICF is funded through payments from operating budgets in other organizations). The Printing and Visual Communications Center is the only Administration ICF at \$1,621,224 and its 13.0 FTE are part of the 224.2 FTE total. The total also includes 4.5 FTE from Decision Items pending approval of the General Assembly.

Miscellaneous administration expenses appropriated by the General Assembly include portions of: Workers' Compensation for the administrative units, part of Statewide Indirect Costs, and general insurance. The State Office of Risk Management in the Department of Personnel and Administration determines general insurance premiums rates, which includes Property and Liability coverage and Workers' Compensation assessments. Statewide Indirect Costs are based upon the Statewide Indirect Cost Plan established by the State Controller's Office, with payments split between the Administration and Construction & Maintenance lines. These costs are largely outside of CDOT's control.

#### **GAMING FUNDS** – Cash Funds Exempt

A request was made for \$10,127,274, with \$8,956,247 for various Construction projects, \$222,750 for Rock-fall remediation, and \$948,277 from the Limited Gaming Fund for maintenance.

## Colorado Department of Transportation FY2009 Legislatively Appropriated Programs \$35.7 Million\*

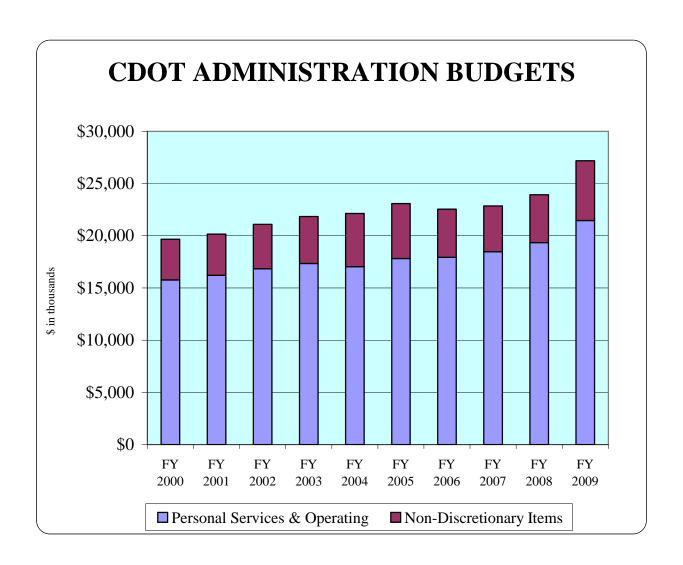


#### Program areas appropriated by the State Legislature include:

Administration - Legislative Programs	\$25.6 million
Gaming Impacts (various investment categories)	\$10.1 million
Subtotal	\$35.7 million
Internal Cash Fund (ICF) *	\$1.6 million
Total Legislatively Appropriated	\$37.3 million

It should also be noted that numerous additional non-discretionary charges are for services by other agencies are billed directly to the Construction and Maintenance programs allocated by the TC. These include, but are not limited to: Multi Use Network (MNT) charges for communication services, Workers' Compensation Insurance, and DTR charges.

<sup>\*</sup> Internal Cash Fund Spending Authority of \$1.6 million, which is derived from payments by internal or other governmental organizations, should be added to the Administrative Program for a total spending authority of \$27.2 million.



#### FY 2009 BUDGET ADJUSTMENTS DECISION ITEM

#### **Legislatively Appropriated Only**

Only items affecting the legislatively appropriated organizations and programs are itemized here. The adjustments for items appropriated by the Transportation Commission are built into the appropriate investment categories and sub-programs.

#### **GAMING FUNDS – Cash Funds Exempt (CFE)**

A request was made for \$10,127,274, with \$8,956,247 for various Construction projects, \$222,750 for Rock-fall remediation, and \$948,277 from the Limited Gaming Fund for maintenance to offset major growth in traffic on State highways in the vicinity of the gaming communities of Black Hawk, Central City, and Cripple Creek. This request was made in accordance with Section 12-47.1-701(1)(c)(I), C.R.S. (2007) and is pending approval by the General Assembly.

#### **UTILITIES – CFE - State Highway Fund (SHF)**

A request for \$225,000 SHF to cover increased utility expenses at its headquarters complex, which have risen by approximately 50% over the past five years.

#### PRINTING & VISUAL COMMUNICATIONS – Internal Cash Fund CFE

The department requests \$100,000 internal cash fund spending authority for its Center for Printing and Visual Communications (Print Shop). This increase would boost the Print Shop's spending authority to \$802,090, a level that could accommodate current demand from customers within CDOT and at other State agencies. This increase would be reflected in the letter note to the administration line, and would not require the expenditure of any additional funds.

#### **HUMAN RESOURCES - 2.0 FTE – CFE**

The department requests \$143,807 State highway funds (cash funds exempt) and 2.0 FTE in FY 2008-09, and \$137,467 and 2.0 FTE in FY 2009-10 and beyond to achieve the department's recruitment and retention goals. These two additional human resource professionals will work with five existing professionals on staff recruitment and selection to reduce the department's backlog of vacancies and expedite the process of posting and filling vacancies. This would help the department respond to an annual separation rate that has risen from 7.5% to 12% over the past five years. Aggravating the problem is an anticipated additional increase in turnover levels as the department's work force ages; particularly as professional engineers and transportation maintenance workers retire.

#### LEARNING DEVELOPMENT & SUPPORT - 2.5 FTE - CFE

The department requests \$315,965 State highway funds (cash funds exempt) and 2.5 FTE in FY 2008-09 and \$183,102 and 2.5 FTE in FY 2009-10 and beyond to align all departmental training with its mission and strategic plan. To better coordinate and improve this process, the Office of Organizational Learning and Development would create a dedicated unit through which all department training activities are professionally designed, developed, and implemented. Improving the quality of training provided to the department's work force is essential as it will improve employee productivity, enhance morale and, most importantly, prepare the existing work force to fill the vacancies expected retirements will create over the coming years.

# CAPITAL CONSTRUCTION FUND (CCF)

# FY2009 REQUEST SUMMARY

#### **CAPITAL FUNDING REQUEST SUMMARY**

C.R.S. 2-3-1304(1)(a.5) and C.R.S. 43-1-113(2.5) require the Transportation Commission to annually submit a Capital Construction Fund request to the Capital Development Committee (CDC). On behalf of the Commission, the Colorado Department of Transportation (CDOT) respectfully submitted a request for \$70 million to the Committee for its consideration and approval.

**Bridges**: The Commission seeks a \$40 million appropriation to address a portion of its bridge replacement backlog. According to the department's 2006 Transportation System Performance Report, the current replacement cost for the backlog of poor onsystem bridges is estimated at \$877 million dollars. Bridge repair or replacement costs per square foot of deck area continue to escalate far more rapidly than consumer inflation, and the percent of total deck area in poor condition – those that do not meet all safety and geometry standards and require reactive maintenance to ensure their safe service – has risen to more than five percent of the total on-system deck area.

Funding the list of critical bridge needs listed below would considerably assist the department in its effort to reduce its statewide inventory of fair and poor condition bridges.

**Partial List of Capital Construction Bridge Needs** 

Region	Project Description	Amount
1	I 70 Frontage Road in Idaho	\$ 3.0 million
	Springs (F-14-B)	
1	SH 24, Limon (G-22-J)	\$ 0.5 million
2	US 24 Bridge Replacement	\$ 2.0 million
	between Falcon and Peyton	
	in El Paso County	
2	SH 10 over Saunders	\$ 2.0 million
	Arroyo in Pueblo County	
2	Critical Culver Repairs on I	\$ 2.0 million
	25, US 160, US 287, and	
	US 50	
3	Eagle River Bridge Project	\$ 5.6 million
4	SH 119 – St. Vrain Creek	\$ 4.5 million
4	SH 34 – Lower Big	\$ 2.4 million
	Thompson	
5	Mineral Creek Bridge	\$ 1.2 million
5	Bear Creek Bridge (design)	\$ 0.6 million
5	Culvert Repair	\$ 1.8 million
6	SH 285/ Wadsworth Bridge	\$ 6.5 million
	Reconstruction	
6	SH 58 / Washington Bridge	\$ 5.9 million
	Replacement	
6	Regionwide Bridge Deck	\$ 2.0 million
	Replacement	
Total		\$40.0 million

State Infrastructure Bank: The Commission and the aviation board seek a \$30 million appropriation for the transportation infrastructure revolving fund (C.R.S. 43-1-113.5) aviation sub account. While all elements of the state's transportation system have projects that merit assistance, aviation is unique in its capacity to generate steady revenues over time. To pay for capital projects, however, the airports either have to save a large sum over time or borrow money to repay it. Loans from the state's revolving fund are very attractive for airports because the application process is straightforward and incurs little cost to obtain loans made at rates that are typically as low as or lower than those made in the municipal bond market.

Currently, regional airports in Colorado have more than \$50 million in filed or pending requests but the fund has only slightly more than \$10 million, all of which is currently lent out.

The list in Appendix B is a just a partial indication of the capital needs of the state's regional airports.

**Partial List of Capital Construction Aviation Needs** 

Tartial List of Capital Construction Aviation recus			
Airport	Project	Amount	
Aspen-Pitkin County	New air traffic control tower	\$15 million	
Centennial Airport	Land purchase for airport protection	\$5 million	
Rocky Mountain Metro	infrastructure (power, sewer, road	\$3 million	
	access)		
Fort Collins – Loveland	Land purchase	\$4 million	
Fort Collins – Loveland	Air traffic control tower	\$5 million	
Greeley – Weld County	Air traffic control tower	\$6 million	
Colorado Springs	Snow removal equipment	\$5 million	
Burlington – Kit Carson Cty	Hangar development	\$.5 million	
Grand Junction	Apron reconstruction	\$8 million	
Total	Requesting \$30 million	\$51.5 million	

Glenwood Springs Office Building: Though CDOT seeks no capital construction funds for this project, CDOT wishes to express its full support of the Department of Personnel and Administration's efforts to procure capital construction funds and develop an office building in Glenwood Springs. This building would be occupied by multiple State agencies, including CDOT, and would be built on land owned by CDOT. CDOT's current facility in Glenwood Springs has aged poorly and no longer provides suitable office space for its employees in that location.

As you are aware, the State continues to face a significant backlog of highway construction needs. We understand that because of the State's financial situation during the past several years that little or no Capital Construction Funds have been available. We have submitted the attached list to you in compliance with State statutes and to illustrate some of the transportation needs should funds become available.

## **UPDATE**

**ON** 

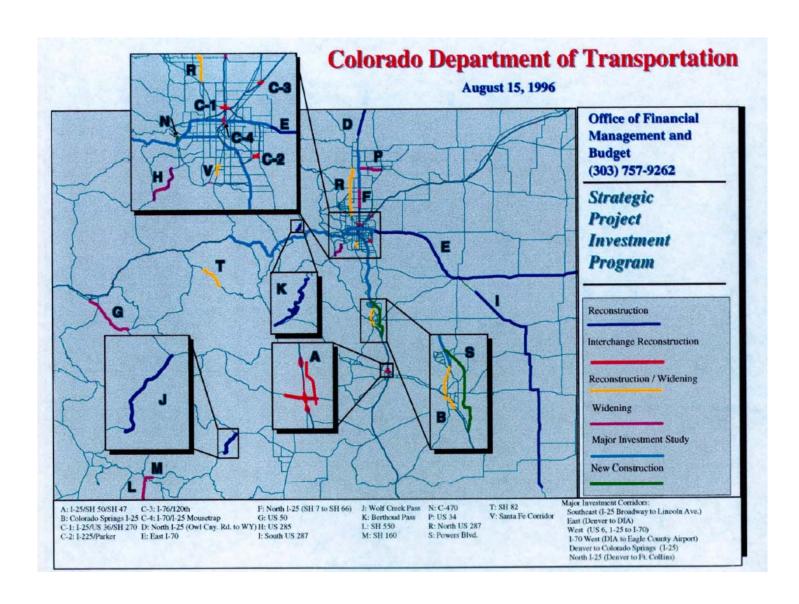
**STRATEGIC 28** 

**CORRIDORS** 

aka

"THE 7<sup>th</sup> POT"

## **Strategic 28 MAP**



# STRATEGIC 28 CORRIDORS "7<sup>th</sup> POT" PROJECTS

#### Projects Already/Nearly Complete, or Fully Funded:

- I-25/US 50/SH 47 Interchange
- I-25, S. Academy to Briargate
- I-25, Owl Canyon Rd. to Wyoming
- C-470 Extension
- US 34, I-25 to US 85
- Santa Fe Corridor Light Rail
- Interstate 76/120th Avenue
- I-70/I-25 Mousetrap Reconstruction
- US 285 Goddard Ranch Court to Foxton Road
- State Highway 82 Basalt to Aspen
- I-225 and Parker Road (State Highway 83)
- I-70 East Tower Road to Kansas
- I-25 North-State Highway 7 to State Highway 66
- TREX Transportation Expansion Project I-25 and I-225
- US 287 Broomfield to Loveland
- US 50 Grand Junction to Delta
- US 40 Berthoud Pass and in Winter Park
- US 160, Wolf Creek Pass
- I 25/ US 36/ SH 270

#### Updated Status of 28 Strategic Corridors as of October 26, 2007 (Constant 2000\$)

\$ in thousands

Corridor	PROJECT LOCATION	Strategic Corridor Project Total TC Commitment	Budgeted To Date	Uninflated Remaining Cost to Complete
SSP4001	I-25/US 50/SH 47 Interchange	\$70,737	\$70,737	Complete
SSP4002	I-25, S. Academy to Briargate	\$186,894	\$179,657	Complete
SSP4003	I-25/US 36/SH 270	\$146,448	\$146,448	Complete
SSP4004	I-225/Parker Rd.	\$86,169	\$86,136	Complete
SSP4005	I-76/120th Ave.	\$40,814	\$40,393	Complete
SSP4006	I-70/I-25 Mousetrap Reconstruction	\$101,272	\$100,980	Complete
SSP4007	I-25, Owl Canyon Rd. to Wyoming	\$28,846	\$28,846	Complete
SSP4008	East I-70, Tower Rd. to Kansas	\$123,672	\$123,521	Complete
SSP4009	North I-25, SH 7 to SH 66	\$77,883	\$76,063	Complete
SSP4010	US 50, Grand Junction to Delta	\$67,117	\$65,668	Complete
SSP4011	US 285, Goddard Ranch Ct. to Foxton Rd.	\$60,165	\$60,165	Complete
SSP4012	South US 287, Campo to Hugo	\$184,232	\$137,984	\$46,248
SSP4013	US 160, Wolf Creek Pass	\$67,276	\$67,276	Complete
SSP4014	US 40, N. City Limit of Winter Park to South of Berthoud Pass	\$66,328	\$66,328	Complete
SSP4015	US 550, New Mexico State Line to Durango	\$48,819	\$43,926	\$4,893
SSP4016	US 160, Jct. SH 3 to Florida River	\$60,068	\$54,481	\$5,587
SSP4017	C-470 Extension	\$18,498	\$18,498	Complete
SSP4018	US 34, I-25 to US 85	\$15,725	\$15,725	Complete
SSP4019	US 287, Broomfield to Loveland	\$86,305	\$86,143	Complete
SSP4020	Powers Blvd. in Colorado Springs	\$217,906	\$121,080	\$96,826
SSP4021	SH 82, Basalt to Aspen	\$208,501	\$208,501	Complete
SSP4022	Santa Fe Corridor	\$7,755	\$7,755	Complete
SSP4023	Southeast MIS: I-25, Broadway to Lincoln Ave.	\$648,861	\$648,860	Complete
SSP4024	East Corridor MIS	\$74,000	\$14,263	\$59,737
SSP4025	West Corridor MIS	\$74,000	\$3,520	\$70,480
SSP4026	I-70 MIS: DIA to Eagle County Airport (Region 1)	\$1,102,191	\$99,490	\$1,002,701
SSP4027	I-25 South Corridor MIS: Denver to Colorado Springs (Region 1)	\$522,522	\$271,965	\$250,557
SSP4028	I-25 North Corridor MIS: Denver to Fort Collins	\$308,988	\$155,194	\$153,794
SSP5497	Environmental Streamlining Fund	\$1,683	\$1,683	\$0
	Totals Inflated Remaining to Budget in FY 2009 dollars	\$4,703,674	\$3,001,286	\$1,690,823 \$3,099,279